

A bill for an act
relating to traffic regulations; amending statutory speed limits; amending
Minnesota Statutes 2008, sections 169.011, by adding a subdivision; 169.14,
subdivision 4; Minnesota Statutes 2009 Supplement, section 169.14, subdivision
2.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes 2008, section 169.011, is amended by adding a
subdivision to read:

Subd. 36a. **Interstate connector.** (a) "Interstate connector" means a segment of
a noninterstate trunk highway that (1) is not a freeway, as defined in section 160.02,
subdivision 19; (2) has a segment length of no more than three miles; (3) includes at each
endpoint of the segment, an interchange with an interstate highway; (4) is built up with at
least five visible dwelling houses having property limits situated within 100 feet of the
nearest right-of-way limit of the segment, regardless of whether the highway segment is
directly accessible to that property; and (5) meets the requirements of paragraph (b).

(b) A segment identified under paragraph (a) is an "interstate connector" only if
an additional interchange directly connecting the two interstate highways identified in
paragraph (a), clause (3), is located within three miles of each endpoint of the segment.

Sec. 2. Minnesota Statutes 2009 Supplement, section 169.14, subdivision 2, is
amended to read:

Subd. 2. Speed limits. (a) Where no special hazard exists the following speeds
shall be lawful, but any speeds in excess of such limits shall be prima facie evidence
that the speed is not reasonable or prudent and that it is unlawful; except that the speed

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limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful:

(1) 30 miles per hour in an urban district;

(2) 65 miles per hour on noninterstate expressways, as defined in section 160.02, subdivision 18b, and noninterstate freeways, as defined in section 160.02, subdivision 19;

(3) 55 miles per hour in locations other than those specified in this section;

(4) 70 miles per hour on interstate highways outside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(5) 65 miles per hour on interstate highways inside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(6) ten miles per hour in alleys;

(7) 25 miles per hour in residential roadways if adopted by the road authority having jurisdiction over the residential roadway; ~~and~~

(8) 35 miles per hour in a rural residential district if adopted by the road authority having jurisdiction over the rural residential district; and

(9) 50 miles per hour on interstate connectors.

(b) A speed limit adopted under paragraph (a), clause (7), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the residential roadway on which the speed limit applies.

(c) A speed limit adopted under paragraph (a), clause (8), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the rural residential district for the roadway on which the speed limit applies.

(d) Notwithstanding section 609.0331 or 609.101 or other law to the contrary, a person who violates a speed limit established in this subdivision, or a speed limit designated on an appropriate sign under subdivision 4, 5, 5b, 5c, or 5e, by driving 20 miles per hour or more in excess of the applicable speed limit, is assessed an additional surcharge equal to the amount of the fine imposed for the speed violation, but not less than \$25.

Sec. 3. Minnesota Statutes 2008, section 169.14, subdivision 4, is amended to read:

Subd. 4. **Establishment of zones by commissioner.** (a) On determining upon the basis of an engineering and traffic investigation that any speed set forth in this section is greater or less than is reasonable or safe under the conditions found to exist on any trunk highway or upon any part thereof, the commissioner may erect appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective

when such signs are erected. Any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. On determining upon that basis that a part of the trunk highway system outside a municipality should be a zone of maximum speed limit, the commissioner may establish that part as such a zone by erecting appropriate signs showing the beginning and end of the zone, designating a reasonable and safe speed therefor, which may be different than the speed set forth in this section, and that it is a zone of maximum speed limit. The speed so designated by the commissioner within any such zone shall be a maximum speed limit, and speed in excess of such limit shall be unlawful. The commissioner may in the same manner from time to time alter the boundary of such a zone and the speed limit therein or eliminate such zone.

(b) The commissioner may not designate under this subdivision a speed limit for an interstate connector that is above the limit set in subdivision 2, paragraph (a), clause (9).